

# RIVERS AND HARBORS.

## GEORGIA'S CLAIMS PRESENTED TO THE COMMITTEE.

The Congressional Delegation before the House Committee on Commerce—The Claims of the Different Rivers and Harbors—General Educational Bill—Capital Notes.

Special Dispatch to the Constitution. WASHINGTON, April 14.—There was never before such an impressive appeal for Georgia rivers and harbors as was made to-day before the commerce committee of the house. The entire delegation was present except Messrs. Stephens and Black, who were sick, but Mr. Stephens sent a letter strongly setting forth the claims of the state for liberal appropriations.

### THE SPEECHES MADE.

The speeches were limited to five minutes, and every one was directly to the point. General Gilmore, of the corps of engineers, stated that Savannah and Brunswick deserved every cent they asked, and showed it by his official reports and surveys. He was interested himself very much in the Georgia. Mayor Wheaton, of Savannah, spoke in favor of \$350,000 for Savannah and \$50,000 for Brunswick. Colonel J. S. Warren followed, and then introduced the Georgia bill. These gentlemen have been hard at work in Washington for a week, and will continue. General Cook showed that from 1789 to 1879 Georgia had received from the government only \$700,000 for internal improvements. Mr. Blount has done very efficient service in arousing interest in Georgia's needs, and put in more good work to-day. Colonel Hammond presented Atlanta's petitions for Savannah and Brunswick, backed with an excellent speech. Judge Buchanan appealed to the committee to give at least \$50,000 to the Chattahoochee. Mr. Clements presented the interests of the rivers of his district, asking \$100,000 for the Coosa and \$50,000 for the Flint. He was thoroughly in for "the old flag and an appropriation." Mr. Turner, while saying a good word for the Flint river, appealed for the general cause, and then introduced the committee Hon. A. O. Bacon, who said the interior of the state felt as deep an interest as the coast in the improvement of the harbors.

These speeches represented the united voice of all parts of Georgia for liberal appropriations, and had a marked effect on the committee. To-day's work has been worth a great deal. Our representatives will not stop here, but will work every influence possible to the last moment.

THE PROBABILITIES. In the rough draft of a bill now before the committee, Savannah is drawn for only \$100,000, but Mr. Blount said to-night that he was sure that the amount would be doubled. Brunswick is accorded \$20,000, but the delegation will press for \$50,000. No amount has yet been settled on for most of the Georgia rivers, and every effort will be made to put each item as high as possible. The committee sees our men are in earnest, and are not asking for this money merely because it is to be distributed, but because the real interests of the state demand it. Georgia's claim could not have been more impressively presented.

CLEMENTS ON EDUCATION. The committee on education, of which Mr. Clements is a member, agreed to-day to report a bill appropriating millions a year for five years directly from the treasury to school purposes. It is to be distributed on the basis of illiterates, and applied under state laws. Georgia's share will be nearly a million annually. The superintendent's convention asked fifteen million a year, but all will agree on Mr. Clements's bill, and its passage is very probable.

MR. BLACK'S CONDITION. Mr. Black is resting quietly and improving. He is now roller and is expected to get up. Dr. Deuss says that every symptom is favorable. Mrs. Black's mother came last night.

### FOOD FOR THE FLOODED.

A Southern Claim—River and Harbor Views—An Elections Report. WASHINGTON, April 14.—The secretary of war to-day directed two hundred tons of sand and additional rations to be issued to the commissioners at New Orleans to be distributed to the sufferers from the floods in Louisiana.

THE HOUSE COMMITTEE ON COMMERCE TO-day heard arguments from the congressional delegations of Georgia, South Carolina and North Carolina in advocacy of appropriations for the river and harbor improvements which their members desire incorporated in the river and harbor appropriation bill. To-morrow the committee will hear the delegations of Virginia, Florida and Alabama on similar subjects.

### THE FLORIDA ELECTIONS.

The house committee on elections to-day adopted the following resolutions by a vote of 7 to 4:

Resolved, That Jesse J. Finley was not elected as representative to the 47th congress for the second congressional district of Florida, and is not entitled to a seat.

Resolved, That Horatio Biebee, Jr., was duly elected as representative from the second congressional district of Florida to the 47th congress, and is entitled to his seat as such representative. Mr. Ranney was instructed to report the action of the committee to the house, and permission was given the minority to make a report direct to the house.

A CABINET SESSION. The house sub-committee on war claims made a favorable report to day on the claim of H. L. Bradley, of Knoxville, Tennessee, for \$3,000 for property destroyed by the union soldiers during a battle in the late war. The report elicited considerable opposition on the ground that this claim, if allowed, would establish a precedent for a large number of similar claims now pending before congress. Action upon the report was deferred until the next meeting of the committee.

THE HOUSE COMMITTEE ON EDUCATION and labor has directed Representative Sherwin to report to the house favorably a bill appropriating \$10,000,000 for general educational purposes, and to ask that it be printed and recommended to the committee.

The cabinet was in session two hours to-day. The principal questions under consideration were the coming monetary conference in Paris; the trouble with the cow boys in Arizona, and the Fitz John Porter case. This case was finally disposed of, so far as the executive is concerned, but the action taken is not positively known.

### SHIPPER EXPLAINS.

THAT HE HAS RECEIVED NO MATERIAL LETTERS FROM WASHINGTON, April 14.—The shipper investigation was resumed at 10:30 this morning, but the testimony was not of a very important character, the witness declining to answer a large proportion of the questions put forward that they involved purely private interest. The witness said that neither he nor his associates ever contemplated the possibility of war with China. In reply to an inquiry as to the meaning of the marginal note "Go in Steve," Mr. Blaine's dispatch to General Hurlbut, the witness said: "The impression made upon my mind was that the wishes of the department that Mr. Hurlbut should go in the course he was pursuing, regardless the text of the dispatch." In response to further questions, the witness re-

## AN EASTERN PLEA.

### FOR THE EASY ADMITTANCE OF THE CHINAMEN.

Opening the Doors for More Loyal Citizens—Mr. Voorhees Takes up the Americans-in-Prison Question, and Speaks eloquently Upon It—An Ostracism Suggested—Etc.

WASHINGTON, April 14.—In the senate, Mr. Lapham presented a remonstrance transmitted to him by the chamber of commerce of New York from the business men of that city, engaged in the China dry goods, iron and cotton trade, and embracing the signatures of banks, bankers and insurance companies, against the passage of any law prohibiting Chinese immigration. It sets forth that such legislation is contrary to our national policy, and prejudicial to the commercial interests of the country, in reducing, if not destroying, our growing commerce with China, which promises to be of vast importance. Mr. Lapham said the petitioners were animated by that spirit which so universally prevailed in his boyhood, and which was expressed in one of the most famous of our nation's mottoes, "with which all are familiar."

### THE FLOODED COUNTRY.

The Country Still Under Water—Ereman Persons Drowned.

PLACEMINE, La., April 14.—The Times-Democrat boat, Susie Barriere, here after a trip through the bayou Grossette, as far as Rosedale, Wafoloff, Shady Gr-ve, Augusta, Trinity and Iberia parishes. The water. Corn will probably be killed. The loss to the sugar crop here will be about 5,000 hogheads, and the loss of stock 1,000 head.

### PROFITABLE DISASTER.

On the Gay and Dainty place, on Wednesday night, during a terrible hail and rain storm, a sugar house was blown down and nothing but a pile of lumber was left. The owners were Mr. J. O'Neil, his mother, brother, wife and child, Mr. Hopker, his wife, two children, and two unknown persons. Search this morning showed all the refugees. The house was torn to pieces, and the furniture crushed, but no bodies were found. As their boots are missing, it is hoped that the people had fled to the woods before the storm broke.

### A DESTRUCTIVE STORM.

NEW IBERIA, La., April 14.—There was general destruction by a violent storm which came from the northwest on the night of the 12th inst. Houses were torn to pieces, and fences, provisions, forage, furniture and everything previously saved from the floods were destroyed. Great distress prevails. Immediate relief is needed in Iberia parish. At least 1,500 persons are left homeless and without means of support or shelter.

### AN APPALLING SITUATION.

NEW ORLEANS, April 14.—The Picayune's New Iberia special says that the situation there is appalling. The height of the flood above tide was nearly 17 feet. The east side of the Teche from Lakeville to Pattersonville, one hundred miles in a straight line north and south, is a lake extending from west to east to the high ridges of the bayou LaForce, fifty miles wide. The losses in crops, stock, etc., are enormous.

### MORE OF THE STORM.

The storm of Wednesday last swept away forty houses at Fausse point. The crops were floated off with the contents. The destruction is great on the lower Teche plantation of Dr. Sanders. The cabins were blown down and floated off. In New Iberia the water inundations situated on the bayou are overflooded and many residences heretofore considered far above the overflow. The west side of the Teche, from Franklin to the mouth of the bayou, the through drains flooded some fields. These were closed and the water was pumped out. The remaining ridge at New Iberia is five feet and nine inches high.

### MR. WHATSHISHUYSEN'S PETS.

Presentations and Combinations of State Department Officials.

WASHINGTON, April 14.—The state department nominations to-day occasioned a good deal of surprise, especially as they were in the nature of promotion backwards. Mr. Money, who is nominated minister and consul general to Bolivia, has been minister at Buenos Aires, and applied under the name of Mr. Money. Mr. Scruggs, who is nominated minister to Colombia, has been shifted about in the most remarkable fashion since he has been in the diplomatic service. He was minister to Colombia, then was made consul to Canton, then transferred to Chin King, and is now sent again to Colombia.

### THE CASE CLOSED.

Judge Bond Refused to Charge and Leaves the Case to the Jury.

CHARLESTON, April 14.—In the United States court to-day, in the election case of Mr. J. R. Abney made the closing speech in defense of Bates and Akers. District-Attorney Melton then made the closing argument for the prosecution. The case against Mr. Charles was not pressed by the district attorney.

### SOME CLAIMS DISCUSSED.

The Price Which Attaches to Loyalty—On Private Bills.

WASHINGTON, April 14.—In the house Mr. McKim, of Kentucky, presented the minority report on the anti-Chinese bill, and it was referred to the house calendar. The report states that the minority members had desired to report a bill suspending the Chinese for fifteen years, and restoring the penalty clause, but in view of the statement that Mr. Page would, on the 1st of July, endeavor to pass a bill restoring the penalty of the rules, they had determined not to report the fifteen year bill, but to vote for Mr. Page's motion. They filed a report, however, for the purpose of showing their preference for the fifteen years suspension. They base their argument in support of that proposition on the popular demand of the people of the Pacific coast, and on the fact that the public a suspension of even twenty years

## CRUSHING THE JEWS.

### FURTHER OUTBREAKS REPORTED FROM RUSSIA.

The Antecedents of the Assassination of General Strelnikoff—A Message of Peace From the Russian Jews for America—The Execution of Dr. Lamson Now a Certainty.

St. Petersburg, April 14.—The governor of Podolia reports that anti-Jewish riots occurred at Belia on the 11th inst. He immediately proceeded thither with troops, and succeeded in suppressing the disturbances after some hours, but they were renewed during the night. The reinforcement of troops, the public prosecutor has arrived at Belia. At Letichev, on the 12th inst., the houses of the Jews were attacked. The ringleaders of the assailants were arrested.

### THE HOUSE THEN PROCEEDED TO A CONSIDERATION OF PRIVATE BUSINESS.

The house then proceeded to a consideration of private business, and at 12:30 went into committee of the whole on the private calendar. The first bill on the calendar for the 14th of April was the bill for the relief of Edward B. Armstrong, one of the heirs of James B. Armstrong, of Missouri, met with some opposition on the ground that the original claimant had been loyal, E. B. Armstrong had been unable to prove his loyalty. Mr. White, of the people of that section, the report then proceeds to argue that the government of the United States was given by the treaty absolute discretion as to determining the time and manner of such suspension.

### THE LIVERPOOL COURIER'S LONDON CORRESPONDENT.

The Liverpool Courier's London correspondent says he hears that there is not the smallest hope that Dr. Lamson's life will be spared. He adds that the interference of the American government on such trivial grounds as are revealed by the affidavits has created a very angry feeling. The solicitor of Dr. Lamson, forwarding to Sir Wm. H. Harcourt, home secretary, the affidavits he has so far received from the United States in relation to Lamson's case, points out the fact that much testimony from American citizens cannot be received by the 18th instant, the day fixed for the prisoner's execution, and he therefore asks for a further respite.

### A DOUBLE LYNCHING.

Two Negro Murderers Taken Out and Lynched in Alabama.

New York, April 14.—Selma, Ala., special says that Henry Ivy and Jim Acoff, negroes, who, it has transpired, were implicated in the killing of J. B. Weissinger on December 16th last, were taken out and lynched by a body of forty men at a place near the southern station of the Alabama Central railroad.

### A TRANS-ATLANTIC LINE OF OCEAN STEAMERS TO BE ESTABLISHED.

Special Dispatch to the Constitution. City of Mexico, April 14.—The governor has closed a contract subsidizing the line of steamers between England and Mexico, to be called the Mexico Trans-Atlantic company.

### THE RAILROADS.

What the Different Lines of Rail Throughout the Country are Doing.

About one year ago the Erlanger syndicate resolved that it would at the proper time submit a bid for the lease of the Cincinnati Southern railway, and that the little line in the Ohio river valley was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago, but it will if not, in view of the very many actual and contemplated changes in the railway map of the country, be forced to abandon that policy for one that will give it a voice in the management of its connections and an interest in their revenues? The signs of the times most certainly all point in that direction, and thus secure for all time its full share of the traffic? One year ago the Ohio river was the northern objective point of the syndicate, and so far as the lines centering at Cincinnati from points north of the Ohio it was the purpose of the syndicate to keep aloof from all entanglements, and assume and maintain a strictly neutral position. That was its purpose one year ago,



























## MERCHANTS, LOOK!

Go to McBRIDE'S and secure right to manufacture CHERRY'S FRUIT DRIER. McBride offers large lot Chinese Mating, direct importation, very low. FLY FANS, FILTERS, CLOCKS, CHINA, at factory prices.

## BULLETIN.

Capturing a Locomotive (Pittenger).....\$1.50  
Spinoza—a Novel (Auerbach).....1.00  
Money Making for Ladies......50  
Science and Practice of Magic (Pittenger)  
Volume 1......3.50  
Please observe new selections and prices of books in our display windows. All books mailed, post-paid, on receipt of price.

## 18 BARRELS OF SILVERWARE!

SUITABLE AS BRIDAL PRESENTS!  
JUST RECEIVED AT  
J. P. STEVENS & CO.'S,  
34 WHITEHALL STREET.  
mch11—d11 sp un hol col & co

## COTTON AND WEATHER.

Cot. cov., middling uplands closed in Liverpool yesterday, at 6 1/4; in New York, at 12 1/2; in Atlanta, at 12 1/2.

Daily Weather Report.  
OBSERVER'S OFFICE, SIGNAL CORPS, U. S. A.  
KENNELL HOUSE, April 14, 1910, 9:31, P. M.

NAME OF STATION.	Barometer.	Thermometer.	Wind.	Force.	Direction.	Weather.
Atlanta.....	30.02	59	N. W.	5	Fresh	Cloudy.
Augusta.....	30.02	59	N. W.	5	Fresh	Cloudy.
Greenville.....	30.02	59	N. W.	5	Fresh	Cloudy.
Key West.....	30.02	59	N. W.	5	Fresh	Cloudy.
Mobile.....	30.02	59	N. W.	5	Fresh	Cloudy.
Montgomery.....	30.02	59	N. W.	5	Fresh	Cloudy.
Port Jervis.....	30.02	59	N. W.	5	Fresh	Cloudy.
Portsmouth.....	30.02	59	N. W.	5	Fresh	Cloudy.
Richmond.....	30.02	59	N. W.	5	Fresh	Cloudy.
Savannah.....	30.02	59	N. W.	5	Fresh	Cloudy.

Time of Observation.	Barometer.	Thermometer.	Wind.	Force.	Direction.	Weather.
8:15 a. m.....	30.02	59	N. W.	5	Fresh	Cloudy.
10:15 ".....	30.02	59	N. W.	5	Fresh	Cloudy.
12:15 ".....	30.02	59	N. W.	5	Fresh	Cloudy.
2:15 ".....	30.02	59	N. W.	5	Fresh	Cloudy.
4:15 ".....	30.02	59	N. W.	5	Fresh	Cloudy.
6:15 ".....	30.02	59	N. W.	5	Fresh	Cloudy.
Mean daily bar.....	30.01	Maximum therm.....	6.8			
Mean daily ther.....	58.1	Minimum therm.....	51.0			
Mean daily ther.....	70.3	Total rainfall.....	.01			

DISTRICTS.	AVERAGE.	Max. Min. sun fail.
1 Wilmington.....	69	44 .00
2 Charleston.....	72	37 .00
3 Augusta.....	70	33 .00
4 Savannah.....	73	34 .00
5 Atlanta.....	69	54 .00
6 Montgomery.....	69	54 .00
7 Mobile.....	69	54 .00
8 New Orleans.....	69	54 .00
9 Galveston.....	69	54 .00
10 Vicksburg.....	69	54 .00
11 Little Rock.....	69	54 .00
12 Memphis.....	69	54 .00
13 St. Louis.....	69	54 .00
Mean of Districts.....	69.4	48.3 .005

Don't fail to buy Ziegler's fine Newports for street wear. Zeigler's extra fine Newport Ties, hand-sewed. Zeigler's fine Kid button boots, Spanish arch, French heels, all widths. Zeigler's Misses' Kid button spring heels, 11 to 2. Zeigler's Misses' Pebble Goat spring heels, 11 to 2, at JOHN KEELY'S.

W. H. BROTHERTON'S Elegant Millinery Department now glitters with all the new styles of Spring Millinery. Ladies will please call and examine this splendid display of beautiful goods. Also, sole agent in and for Atlanta for the sale of Mme. Demorest's Reliable Patterns, at

W. H. BROTHERTON'S SANODINE Is an entirely new and distinct departure from the old foggy ruts in which medical men have for years plodded along. You are relieved of the expense of buying a bottle, pay a high price for water and the compounder for mixing. Sanodine is a powder, put up in packages. You take one package, put it into a pint bottle, fill it with water, shake it up and it is ready for use. It will cure all skin diseases. All druggists have it.

W. H. BROTHERTON'S WALLACE RHODES Will open at 72 WHITEHALL STREET, April 19th, with full line of dry goods, Mr. E. F. SHROPSHIRE, so well known in the dry goods business, is now in New York purchasing new goods. His many friends will find him with me at 72 Whitehall Street.

## COMPLETE STOCK NOW IN! CHAMBERLIN, BOYNTON &amp; CO. NOVELTIES IN SILK DEPARTMENT! NOVELTIES IN GRENADINES! NOVELTIES IN FRENCH DRESS GOODS. NOVELTIES IN BLACK GOODS. NOVELTIES IN WHITE GOODS. NOVELTIES IN LACE. NOVELTIES IN HOSIERY! NOVELTIES IN LADIES' NECKWEAR. NOVELTIES IN CARPET DEPARTMENT!!!

Now Complete! OUR LARGE STOCK! OF THE LATEST DESIGNS IN SPRING CLOTHING FOR MEN'S AND BOYS' WEAR! THE HANDSOMEST DISPLAY OF PIECE GOODS in our MERCHANT TAILORING Department ever shown in Atlanta, at HIRSCH BROS. 42 AND 44 WHITEHALL STREET ATLANTA.

MUSE, SWIFT & DALLAS. CLOTHING, HATS, SHOES FURNISHING GOODS. We'll not blow too much about what we have in stock, but if you'll come and see us we'll sell you certain. MUSE, SWIFT & DALLAS 38 WHITEHALL ST.

CLOTHING! OUR STOCK—MEN'S AND BOYS' CLOTHING THE HANDSOMEST AND LARGEST VARIETY BEST MATERIAL AND LATEST STYLES OUR PRICES WILL BE THE LOWEST CONSISTENT WITH GOOD GOODS. A CALL BEFORE PURCHASING IS RESPECTFULLY SOLICITED BY A. & S. ROSENFELD, 24 WHITEHALL STREET, CORNER ALABAMA.

W. H. BROTHERTON'S SHOE Department is complete in every line, from the cheapest to the very best brands made. Ladies Cloth Shoes for 75c. Ladies sewed all-leather Shoes, nice quality, for \$1. Ladies Fox Gaiters, beautiful shape, for \$1. Gents and Ladies Carpet Slippers, in all sizes, 50c. Don't fail to see this Slipper—it is a bargain. All other goods in this department correspondingly cheap at W. H. BROTHERTON'S

W. H. BROTHERTON'S REMOVAL. I have moved my stock of Groceries to 12 Decatur and 13 Line street, opposite the Kimball House, where I will be "right side up with care" in a few days. This is perhaps the most available point for the city trade and the most accessible for country merchants. I have abandoned the retail trade and shall pay particular attention to the wholesale grocery and commission business. Consignments and orders respectfully solicited. ELAM JOHNSON.

W. H. BROTHERTON'S Department is very attractive. 2500 yards all-Wool Black Bunting 15c. This is the biggest bargain in Black Bunting ever offered in the State. Don't fail to see it. Just received in early SPRING DRESS GOODS a beautiful line side band Rubans 25c. These are beautiful and very desirable goods. When in the store ask to see them. Black and White, Blue and Black, Brown and Black Striped Summer Silks 50c. Colored Silks in all shades 50c. Black Silk 50c. Beautiful quality Black Satin 50c. Colored Satins in all colors \$1. Black all-Wool Cashmere 40c. English Cashmeres, in assorted colors, 12 1/2 cents.

W. H. BROTHERTON'S No samples or goods sent by mail unless stamps accompany order sufficient to pay postage. W. H. BROTHERTON

W. H. BROTHERTON'S 5,000 cans Hecker's perfect baking powders to be given away.

JOHN KEELY'S. SHIRT BOOM! SHIRT BOOM! SHIRTS JUST WHAT YOU WANT AT LESS PRICE THAN YOU EXPECTED.

JOHN KEELY HAS GOT BOTH! 100 dozen Men's Printed Percal Shirts 25c each, always sold formerly at 50c and 60c. 250 dozen Men's good quality Linen Bosom Shirts 50c each, goods never before offered for the price. N. B.—This 50c. shirt exceeds by 20 per cent my ordinary 50c shirt. The sizes are full, the quality excellent. It is as well finished as the highest priced shirt made. 300 dozen Laundry Linen Bosom Shirts 60c each, goods never offered before for less than \$1.

JOHN KEELY READ! READ! FIGURES CAREFULLY! Note the Descriptions Closely! I thought last summer's prices in my Shirt Department were wonderfully low! This Season's Prices Beat Them

JOHN KEELY'S "The Leader of Low Prices." 67 LARGE CASES OF SHIRTS JUST OPENED! The fit of my Shirts is perfect! The Stock is immense! Price is one of their strong features! It is lower than the lowest! I know no competition in Shirts! I have seen no Shirts to equal Mine at their respective prices! This Shirt Stock is something immense. It fills every spare space down stairs and two large rooms over the store.

JOHN KEELY'S FINE SHOES JUST ARRIVED! Ladies' fine Opera Slippers, plain and French heels. Zeigler's Ladies' fine Kid low button Shoes. Zeigler's Newports for street wear. Zeigler's extra fine Newport Ties, hand-sewed. Zeigler's fine Kid button Boots, Spanish arch, French heels, all widths. Zeigler's Misses' Kid button spring heels, 11 to 2. Zeigler's Misses' Pebble Goat, spring heels, 11 to 2, at JOHN KEELY'S.

JOHN KEELY'S TABLE LINEN Department to twice its former size, and filled it with such rare gems that they must be seen to be appreciated.

JOHN KEELY'S PLEASECALL My Dress Goods, Silk and Parasol Departments are fairly on tip-toe, overlooking anything in the city, "and don't you forget it."

JOHN KEELY'S D. H. DOUGHERTY FACTS SPEAK Louder than noisy assertions, and simple Truth can be told without a good memory. I pay cash for all my goods in ten days, and pay no profits to middlemen.

JOHN KEELY'S Let others speak of failing in their vanity and prejudices, but I am holding the fort on Low Prices.

JOHN KEELY'S "PLUMS" FOR THE LADIES THIS WEEK! MONEY MADE BY READING NOTICE! JOHN KEELY'S SPECIAL BARGAINS

JOHN KEELY'S SPECIAL! HANDKERCHIEFS! Wonderful Bargains from forced sale. NOTHING LIKE THEM IN AMERICA. 5,000 Ladies' all Linen Hemmed Handkerchiefs, 5c each, less than half their value. 3,800 Ladies' all Linen Hemmed Handkerchiefs, 10c each, goods worth 20c anywhere. 6,000 Ladies' all Linen Hemmed Handkerchiefs, 10c each, never seen before for the price. 7,500 Ladies' fine grade Hemmed Handkerchiefs, all Linen, 15c each, worth 25c anywhere. 10,000 Ladies' fine grade Hemmed Handkerchiefs, all Linen, 15c each, worth 25c anywhere. 7,000 Gents' all Linen Hemmed Handkerchiefs, large size, 10c each, a perfect wonder! 5,800 Gents' all Linen Hemmed Handkerchiefs, all Linen, 15c each, worth 25c anywhere. There are more Handkerchiefs in this House than in any five Houses in Georgia, and the reason is, I found a chance to buy an immense line at a bargain. Now my customers shall have them CHEAP.

JOHN KEELY'S THESE ARE WONDERFUL THINGS 1,000 Gents' Gauze Undershirts 20c each, worth 30c. 2,000 fine Jap Fans 10c each, worth 25c. 2,500 extra fine Jap Fans 15c each, always sold at 40c to 60c. 1,000 dozen Ladies' Hosiery, half price! 200 dozen Gents' fine Linen Bosom Laundry

JOHN KEELY'S SHIRTS 60 cents each, worth \$1. N. B.—Not one of the above items can be found anywhere else but at

JOHN KEELY'S W. H. BROTHERTON'S 5, 10, 15, 20, 25, 50, 75 & \$1.00 COUNTERS are attracting thousands to see them. His Men's, Boy's and Children's ready-made Clothing department is now full. Men's, Boy's and Children's HATS a specialty, at W. H. BROTHERTON'S

JOHN KEELY'S LADIES, You can have Clothing of all kinds for Ladies and Children's wear cut and made for delivery to fit perfectly, in the latest styles, (suitable guaranteed) at our establishment, 67 Peachtree street. G. K. WOODWARD & CO. Dress-makers' Magic Scale. apr12—d11w 8p

JOHN KEELY'S HE WANTED MORE Not long since a gentleman in the East in speaking of a certain smoking tobacco said it was so good he went to sleep every evening smoking and the more he smoked the more he wanted. Blackwell's Durham Long Cut will not have that effect because we don't put any Opium in it, so if you want to get in the habit of using Opium or other drugs you had better not waste time and money in smoking Blackwell's Durham Long Cut, for that is made only from the purest and finest leaf tobacco grown.

JOHN KEELY'S D. H. DOUGHERTY My Dress Goods, Silk and Parasol Departments are fairly on tip-toe, overlooking anything in the city, "and don't you forget it."

JOHN KEELY'S D. H. DOUGHERTY Louder than noisy assertions, and simple Truth can be told without a good memory. I pay cash for all my goods in ten days, and pay no profits to middlemen.

JOHN KEELY'S D. H. DOUGHERTY Let others speak of failing in their vanity and prejudices, but I am holding the fort on Low Prices.